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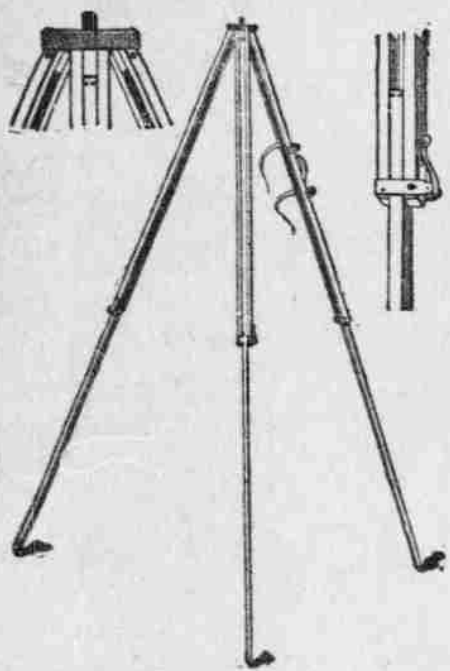
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Army and Navy News

If the War Department determines to accept Batan coal mined in the Philippines as bunker fuel for its transports, Nagasaki will in all probability be cut out of the list of ports of call, and the transports will run direct from Manila to Honolulu and San Francisco. Many officers and members of their families have little desire to stop at the Japanese port, being more anxious to get home.

From a financial standpoint the cutting out of Nagasaki would result favorably to Honolulu, as the Japanese port receives a large share of American cash whenever a transport stops there. This money would be spent in Honolulu instead, and being an American port, local merchants feel they ought to have the right of way. The Batan coal is yet an experiment and although it was pronounced good on the last trip of the Dix to Seattle, the War Department has not concluded its tests.

Exchanged Calls.

Governor Frear, accompanied by Secretary Mott-Smith, returned the call of Captain Gleaves, U.S.N., aboard the cruiser St. Louis yesterday at noon. Captain Gleaves and Captain Rees called upon the Governor on Monday.

Captain Too Sporty.

DENVER, Colo., July 22.—"A champagne appetite, with a beer clearance" was attributed to Capt. Clarence S. Nettles, retired, by Judge Advocate Johnson today in the closing moments of the army officer's trial before a court-martial on charges of conduct unbecoming an officer in contracting excessive debts. The court concluded its deliberations today and reached a verdict which has been forwarded to Washington.

History of South Bay.

TACOMA, July 22.—Local shipping men will be interested in the announcement which comes from San Francisco to the effect that the steam schooner South Bay has been temporarily converted into a steam dredge and will leave San Francisco within a day or two for Honolulu, where she is to do dredging for the Standard Reclamation company, which has a government contract for work at the new Pearl Harbor fortifications. The South Bay was built in this port in 1901 by the Tacoma Shipbuilding company and was one of the first vessels to come out of the Puget Sound River yards.

The work of converting the South Bay into a steam dredge has just been completed by the Moore & Scott Iron Works at San Francisco and she is receiving the final touches before putting to sea. Reconstructed, she is a strange-looking craft, similar in appearance to the dredgers of the United States government, and is the first vessel of her kind to be operated by a private concern. The craft now closely resembles the government dredge Chinook, which operates at the mouth of the Columbia river.

Under her own steam, the South Bay, when in operation, will move directly over the spot to be dredged, and the mud stirred up by the drags will be sucked up through a pipe on the starboard side and discharged into two large hoppers in the forward hold. When the vessel has taken her capacity, she proceeds seaward where she discharges by releasing four doors operated by steam power.

The steam schooner South Bay was launched at the yards of the Tacoma Shipbuilding Company in October, 1901. Most of the timber used in her construction was furnished by the St. Paul & Tacoma Lumber Company and, when completed, she loaded a cargo of 400,000 feet of lumber at that company's wharf for San Francisco and was towed down the coast to her destination. Her engines were then installed by the Fulton Iron Works at San Francisco and she began service for her owners between South Bay and Newburg. Her first commander was Capt. Erickson, a well-known coast mariner.

The South Bay is 152 feet in length, 34 feet beam and 12 feet depth of hold, and formerly was fitted with accommodations for 24 passengers. She uses oil fuel. The vessel was built at a cost of about \$55,000. It is understood that when the South Bay finishes work at Pearl Harbor she will be returned to San Francisco and reconverted into a steam schooner.

The well-known barkentine Thomas P. Enigh, which has recently made some smart sailing records, is also a product of the Tacoma Shipbuilding Company's yards. She was building at the yards at the same time as the South Bay and was launched the November following the launching of the South Bay.

Machine Gun and Infantry Fire.

The use of the machine gun and the employment of pitcoons made up from infantry and cavalry regiments armed with that type of weapon are engaging the attention of military experts. Every regiment now has a machine gun command, and these troops are shortly to be armed with a new weapon which has been thoroughly tested by the army ordnance officers, and of which much is expected. In the meantime experiments have been planned by the general staff. Some question has been raised regarding the relative value of the machine gun and the ordinary rifle, and it is proposed to conduct experiments which shall show the effectiveness of these two kinds of attack. It is proposed to place machine guns at Monterey as to represent a position 200 feet in the rear of a line of infantry men. The fire of the machine guns will be over the heads of the infantry soldiers. The military authorities appreciate that it would not do to have soldiers used in such experimental work, and the men will be represented by a series of screens of proper height placed in front of the machine gun platoon. The effect of the fire of the machine guns will be carefully observed, with a view to noting whether there would be any disastrous results to soldiers placed in such a position.

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